



"T" DRIVER



SOUTHERN NEVADA MODEL T CLUB
A CHARTER MEMBER OF THE M.T.F.C.A.

April Celebrations

Gents Birthdays:

Tom Collins 4th
Jerry Karr 28th
Randy Kidd 28th
Gabor Orosz 30th

Wedding Anniversaries:

Eileen & Aaron Passman 11th
Pam & Jon Bibbens 14th

Officers for 2021

President:
TOM COLLINS 817-689-5750

Vice President:
IZZY COMBS 702-335-3775

Secretary/ Treasurer:
CHERYL SAGO 702-373-5150

Historian/ Newsletter:
TERRY SAGO 702-373-2321

Webmaster:
RON CUSTER 702-460-4474

Tour Masters:
JOHN WARREN 702-277-6444
DeDe LaGROW 702-498-6376

Membership:
GARY COOPER 702-494-8335

Committee Members

Junior Ambassador:
CARSON COMBS 702-373-0358

Sales & Drawings:
DIRICK VAN GORP 702-738-9607

OUR GOALS ARE:

- To Promote The Model T Ford
- To Promote the Preservation and Restoration of This National Treasure
- To Provide Information and Assistance to All Interested People



southernnevadamodeltclub.org

"T" DRIVER EVENTS

April 3rd - Hoover Dam Lodge
(start from Skyline @8:00)

April 10th - Logandale Fair

April 23rd-25th - Utah Speedster Run

April 26th-28th - Utah Canyon Tour

May 1st - Tulare Swap Meet

May 1st & 2nd - Southwest T Show

May 22nd - "B" Cookout at Combs'

May 30th - Ice Cream at Sagos'

November 6th - Sunset Park Picnic

"Next Meeting"

Tuesday, April 13th
Bros. Breakfast, Lunch & Dinner
4335 N. Rancho Dr.
• dinner at 6:00 pm • meeting at 7:00 pm •

Breakfasts

Some of us are getting together for Saturday morning breakfasts. Be there by 8:00 am.

For now, the location rotates between:
(except for April 3rd)

Sunshine & Tailwinds Café
@ the NLV Airport

&
Bros. Breakfast, Lunch & Dinner
@ 4335 N Rancho Dr.

(CHECK YOUR EMAIL FOR UPDATES)
"things are starting to open up"

Webmaster - Ron Custer

glocksterlv@aol.com



Newsletter Contributions

Terry Sago 702-373-2321
email: cherylsago@yahoo.com

SOUTHERN NEVADA MODEL T CLUB

Minutes of the March 9, 2021 Meeting

Meeting called to order at 7:04pm by Izzy Combs, Vice President, with help from Carson Combs

OFFICERS ROLL	PRESIDENT VICE PRESIDENT SECRETARY/ TREASURER MEMBERSHIP CO TOUR MASTER CO TOUR MASTER JR. AMBASSADOR NEWSLETTER/ HISTORIAN WEBMASTER SALES/DRAWINGS	TOM COLLINS (absent) IZZY COMBS CHERYL SAGO GARY COOPER (absent) JOHN WARREN DEDE LAGROW CARSON COMBS TERRY SAGO RON CUSTER DIRICK VAN GORP (absent)
VICE PRESIDENT REPORT	Izzy announced that Saturday, April 10 there will be an unofficial fair in Logandale that the SNMTC has been invited to participate in. It includes a FREE pancake breakfast, livestock show and auction by the 4H and FFA. There will be a rodeo for a \$2 entry fee, and they are waiving the vendor fees. She needs a headcount in a week of how many will attend. Please let her know if you wish to bring your car and be part of the fun.	
JR AMBASSADOR REPORT	Carson reported that he has been notifying everyone of the breakfasts weekly and was recently seen riding around town in his newest T.	
SECRETARY REPORT	Minutes of the February meeting were approved as reported. Cheryl reported the loss of several members, including the newest of William (Bill) Coyle of Farmington AK. It was also noted that our former past President, Frank Ross, will no longer participate in the club. He will be missed.	
TREASURER REPORT	Cheryl reported the current balance forward of \$XXXX.XX (see separate report) Report was approved by members.	
MEMBERSHIP REPORT	Terry's letter to past due members garnered 11 responses, for a total of 60 paid members!	
WEBMASTER REPORT	Ron expressed concern that the followers from Facebook not be pursued as a source for members of the SNMTC. He feels that the purpose of the Facebook group is to have a community to express themselves, and not for the club to draw members from.	
TOUR MASTERS	John reported that the elevator at the NLV Airport café is still under repair. The breakfasts will be split between Bros and the Airport for now. John is working on scheduling Callville Bay again, maybe for April 3, before it gets hot, with a possible meetup at Skyline. April 10 will be Logandale. Terry & Cheryl have been asked to check out Peg's Diner. April 24 will be the Speedster Run in St George, UT, with a fee of \$110.00 for the 3-day event. Immediately after, the Utah Canyon Tour starts April 26-29 in Panguitch, UT. It is Free to attend, and you don't have to register, just show up. No new updates on Vicki's Diner.	
NEWSLETTER	Terry is working on a story of George Selden for the April newsletter.	
HISTORIAN	Terry has been filing the original minutes in the history books all the way back from 1992. He passed around a photo of a bed-and-breakfast in St. George, UT that Cheryl is taking him to for his birthday that has a Model T as a bathtub in the room. He will be reporting on that at a later date.	
OLD BUSINESS	DeDe reminded us that Scrambles is available as a breakfast tour place as long as we can be there by 9am, and that they have inside and outside seating. Ron suggested Black Bear on LV Blvd and Warm Springs.	
NEW BUSINESS	Izzy Combs announced that they will host a breakfast at 8am on May 22, 2021 at their home, watch for more details. Terry S. told of the Craig Ranch Regional Park Car show being held on November 6, 2021, and suggested the club participate, maybe early before the club's picnic being held the same day.	
50/50 DRAWING	50/50 was \$50, \$25 to the club and \$25 to the winner, DeDe LaGrow. The meeting was adjourned at 7:55 pm.	
Next Meeting date	April 13, 2021	

Treasurer's Report

Previous Balance (from February)	\$XXXX.XX
Reups	\$XXX.XX
Donation	\$X.XX
Raffle	\$XX.XX
Newsletter (printing & postage)	<u>\$ -XXX.XX</u>
Balance (March 9, 2021)	\$XXXX.XX

T's Shop Talk

Greetings All! As the pandemic recedes, I see more and more folks getting out. First of all a big thank you to Izzy and Carson and all officers attending the March meeting and helping to run things in my absence. I could not do this without everyone's help. Unfortunately due to an already scheduled event before Margie and I joined the club, we will miss April's meeting also. However I will be at Logandale carnival Saturday, April 10 with my Model T. Hope to see you there or at a breakfast the first half of April. We are enjoying getting to know folks in the club. You all bring such a dynamic range of strengths and ideas to this group. We can appeal to established members and potential members with the commonality of our admiration for the Model T and promote it well. Don't forget the April Utah tour and still looking for volunteers on the speed run. I appreciate you all.

**Safe travels,
President Tom**



Get Ready to Go!

Speedster Run April 23rd – 25th

Utah Canyon Tour April 26th – 28th

Speedster festivities start with a Low Land Tour on Friday 23rd ending at an open house and BBQ at Dennis Rutkoskie's shop.

The morning of Saturday 24th is a 120 mile run into Zion National Park and Sunday 25th is a 100 mile run.

All of the speedster activities leave from St. George, Utah.

Contact: Dana Crosby at 602-579-3928 or telecros@yahoo.com.

Utah Canyon Tour, co-hosted by SNMTC, is based in Panguitch, Utah. Monday 26th is Cedar Breaks, Tuesday 27th is Coral Pink Sands & Kanab and Wednesday 28th is Bryce Canyon National Park.

Contact: Steven Chase at 323-497-0601 or NewNorthSouth@gmail.com.

These two events are independent from each other. If you are in the Speedster Run you must register. If you wish to participate in the Canyon Tour all you have to do is show up.

ALL SPECTATORS ARE WELCOME !

If you are not registered as part of the Speedster Run and wish to attend the BBQ please RSVP to Denny 435-668-0474. Come out and see some of the beautiful cars or bring your own if only for a day!

SOUTHWEST MODEL T CLUB

*Award
for Most
Represented
Club*

**Saturday & Sunday
May 1st & 2nd**

*Award for
Unrestored*

Swap Meet, Antique Car Show & Tour

Maricopa, Arizona

contact:

Rich Huggins (520) 827-0295

southwestmodelt@gmail.com



In Memoriam

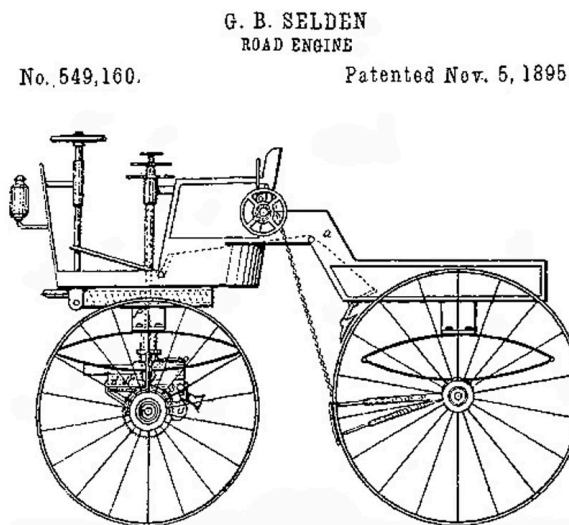
William Coyle

Passed February 17, 2021

The Model T Club would like to extend their sincerest sympathy to the Coyle family.

If you wanted to build an automobile in The United States - "You Must Get George Selden's Permission"

George Selden, a brilliant attorney from Rochester, New York, was the patent lawyer for George Eastman. In 1879 he applied for a patent for improvements to the Brayton internal combustion engine. He was never to have any success in building the engine and he actually wanted to build an automobile. Also, he never had any success in finding investors to help fulfill his dream. He kept his patent application open for seventeen years making minor changes and editions to what was now called the road-locomotive. It was supposed to be a vehicle powered by a petroleum vapor engine, light in weight, easy to control and powerful enough to accomplish ordinary inclinations. It would have a steering mechanism, one or more cylinders, a clutch, a seat for a passenger and brakes. He was awarded a patent on his vague description of an automobile on November 5, 1895. U.S. patent No. 549,160. He never had a working example for his patent and according to patent laws, he didn't need to.



Henry Ford had never heard of this guy, but he would. Even though the drawings on the patent described a gasoline-powered engine that was totally unpractical, William C. Whitney, a partner of The Electric Vehicle Company, offered Selden ten thousand dollars and a 5 percent royalty on any future revenue generated for all rights to his patent. Selden had no money so he made an alliance with Whitney and The Electric Vehicle Company. As you might imagine, the gasoline-powered automobiles would be competition for electric powered vehicles and electric powered vehicles represented half of the cars manufactured at the time. Whitney immediately sent letters out to all of the American car manufacturers. He demanded suitable compensation for the infringement on their patent. Some manufacturers were hostile toward the letter and the rest ignored it.

In 1900 Alexander Winton (Winton Automobiles) was the lead dog of the automobile manufacturers in the United States. The Electric Vehicle Company had specifically targeted Alexander Winton. Winton was a fighter and claimed that the patent was preposterous. He formed a small confederation of automakers to fight the patent. Winton claimed that the Selden patent was nothing more than a steam car with the engine swapped out for a non-existent gasoline engine. Brought before Judge Alfred C. Coxe, it didn't matter! Courts tended to look kindly on broad sweeping claims for basic patents. Winton lost. Judge Coxe's ruling did not ratify the ruling for the validity of the patent but would require a more costly and time consuming trial in the courts. Nevertheless, most manufacturers took Coxe's ruling seriously and some even ceased doing business.

Winton was not deterred. He formed an organization of other automakers to fight the patent. He hired a New York patent law firm and took The Electric Vehicle Company to court. Selden's patent held up. Winton's associates all walked away and stuck Winton with the legal bills. Winton then agreed that Selden's patent was valid.

Whitney, the head of The Electric Vehicle Company, invited all manufacturers of gas-powered automobiles to his mansion in New York to work out what he would charge them for royalties to use Selden's patent. The automakers realized that they were being lined up for the slaughter but Mr. Whitney, being courteous enough, convinced them to pay.

The automakers formed a new organization called "ALAM," The Association of Licensed Automobile Manufacturers. Their primary goal was to keep out slipshod automakers from tarnishing the industry. As one might guess, Henry Ford fell under this definition as they considered The Ford Motor Company an assembly plant, not an automobile manufacturer.

After a meeting between Henry Ford, James Couzens and the association, Couzens said as with regards to the Selden patent, "Selden can take his patent and go to hell with it." The Ford Motor Company intends to manufacture all the gasoline-powered automobiles they can with no regard whatsoever to the Selden patent claims. When Henry Ford was questioned directly, he said, "My man Couzens has spoken."

The ALAM started an advertising campaign to dispel the legitimacy of Ford cars and filed suit against The Ford Motor Company. Henry Ford and James Couzens hired the best patent lawyer in Detroit, Raymond A Parker. Parker, a Civil War Veteran, was planning his retirement but he had a keen interest in automobiles and thought that the Selden patent was absurd. The fight was on between The Electric Vehicle Company, The Association of Licensed Automobile Manufacturers and The Ford Motor Company. Most of the fight was being held in the public's eye, in America's newspapers.

To prove their claims that Selden's gasoline engine was the first, The Electric Vehicle Company had "a working model" built using Selden's patent drawings to demonstrate that they had the first gas-powered automobile in 1877. The Ford Motor Company researched and found drawings for a vehicle in a French magazine with an engine built by a Belgian, Jean Lenoir in 1862. Charles Sorensen, the main manufacturing engineer for Ford, built a Lenoir engine and put it on a Ford chassis. Parker arranged for a demonstration of the two vehicles in 1907. Selden's vehicle lasted 3,470 feet and the Ford, powered by a Lenoir engine, was driven all over New York obtaining speeds as high as 12 miles per hour. In the end, the demonstration had no effect on the case. What did happen however, was the public was learning who Henry Ford was.

Injunctions followed and the case went to trial in 1909. Parker presented 14,000 pages of documents and testimonies including 126 other patents that should have superseded any of the Selden claims. Judge Charles Hough took the entire summer to study the documents and determined that Selden had contributed nothing to the development of the automobile, but his patent did represent the idea and ruled in favor of Selden.

Even William Durant (General Motors) could no longer hold out and joined ALAM and started paying the royalties. Ford had now received national recognition and could not give up the fight. He hired a new law firm and re-filed the suit. Most of the suit was the same but re-focused on the engine. The next judge, Judge Noyes, concluded in 1911 that all the claims in the suit were old, but it actually came down to the engine itself. Selden's patent was based around the two-cycle Brayton engine. The court upheld Selden's patent if an automobile used a two-cycle engine, but all of the cars built in America were using the four-cycle, Otto engine. Ford had prevailed. However, there was only one year left before Selden's patent was due to expire.

The Electric Vehicle Company by now had collected millions in royalties and Selden's cut was in the hundreds of thousands. Selden went on to start the Selden Truck Sales Corporation and the ALAM went away. In the end, the president of the ALAM stated that Henry Ford was the greatest man in the automobile world, the Ford plant was the greatest automobile manufacturer and the Ford organization was the greatest automobile organization in the world.

Henry Ford and James Couzens had never paid a dime to The Electric Vehicle Company, The ALAM or George Selden. Henry Ford spent the same amount of money on his legal fees as if he would have paid the five percent royalty on every car he manufactured.

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WELCOME TO TULARE

SATURDAY, MAY 1, 2021 - RAIN OR SHINE!

SWAP-O-RAMA

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SANFORD-SON SALVAGE

KEEP

CALL 559.688.1030 TO RESERVE YOUR SPACE

SNMTC - In the Beginning

In the beginning Ralph Cordell and Harold Mann asked the Model T Ford Club of America for a list of their members that resided in the Las Vegas area. From this list they mailed invitations for an organizational meeting to start a local chapter of the MTFCA.

July 26th, 1992 five people met at The Boar's Nest on Las Vegas Blvd. and formed the Southern Nevada Model T Club. Ralph Cordell, president. Marvin Ray, vice-president. Harold Mann, secretary and treasurer. Gary Cooper, historian and tour master. Randy Petri, membership. An application was made to be a local chapter in the MTFCA and apply for club liability insurance. A club logo was designed. It was decided that club meetings were to be held the third Tuesday of each month. A newsletter or bulletin would be mailed each month and club dues were set at \$20 per year for a household.

The second meeting attracted four more members and the third meeting brought in six new members, one of these was Jim Marsh. September 19th, 1992 the club participated in the Pahrump parade. Rex & Alma Walker in a 1917 touring, Gary Cooper in a 1912 Torpedo, Ralph Cordell in a 1921 Runabout and Harold & Dortha Mann in a red 1915 touring. In October they exhibited five cars in the Heritage Railroad Park & Museum show. Then parades, parades and parades, the club was under way. Membership grew steadily. Meetings hopped around at Boar's Nest, Strawberry Field and then The Duesenberg Room at The Imperial Palace. Tours including overnights were happening. "T Driver" was selected as a name for the newsletter and by-laws were adopted. Membership cards, polo shirts and magnetic signs were made.

That all started 29 years ago this summer. Many of the past minutes end with the statement, "a good time was had by all." Think of all the good times that were had because five guys got together and started the Southern Nevada Model T Club. And it's not just the members, how many other lives were touched by the presence of our Model T's around town? Pat yourself on the back, but especially take time to thank Harold Mann, Gary Cooper and Jim Marsh. What are the chances that 29 years from now someone will be floating in their pod writing a newsletter about Model T's in Las Vegas?

"I think we should pack up and head to the Logandale Fair!"



The Clark County Fair has been cancelled this year BUT, a smaller, more traditional "Fair" is happening. Our club has been given the opportunity to setup and display our cars. There will be a **FREE** community pancake breakfast that morning from 8:00 AM to 9:30 AM that you are welcome to attend. Our cars must be inside the gate by 10:00 AM and stay until 5:00 PM. There is also free overnight RV camping available, (dry camping).

Clark County Fairground
Saturday, April 10th
1301 Whipple Ave.
Logandale, NV 89021

If you're interested in participating please contact Izzy or Carson **ASAP**

Izzy 702-335-3775
Carson 702-373-0358



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2021 (& 2022) MEMBERSHIP & RENEWAL APPLICATION FORM

Annual dues of \$30.00 per household membership (2021 only – pay for 2021 & get 2022 free)

Make checks payable to **SNMTC** Mail to **6916 Hawaiian Sky Ct., Las Vegas NV 89131**

APPLICANT (First, MI, Last Name) _____

MAILING ADDRESS _____

CITY _____ STATE _____ ZIP _____

HOME PHONE # _____ Anniversary ____ / ____ / ____

APPLICANT CELL# _____ Birthday ____ / ____ / ____

EMAIL ADDRESS _____ @ _____

SPOUSE (First, MI, Last Name) _____

SPOUSE CELL # _____ Birthday ____ / ____ / ____

EMAIL ADDRESS _____ @ _____

Please list your Model T and/ or any other vintage vehicles owned:

Year	Make	Model	Body Style
------	------	-------	------------

MTFCA NO: _____

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ANNUAL DUES ARE \$40.00 PER YEAR

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